

The rollover amendment I successfully added to the bill in Committee tasks NHTSA with the duty to develop, as part of a rule-making, a consumer information program that best disseminates the dynamic rollover test results to the public. Obviously it will do little good to the consuming public if the rollover test results are not publicized and disseminated widely. Information is the consumer's best friend—and I believe that consumers would be well-served when contemplating SUV purchases, for instance, at the showroom, to have such test results readily available to them. In addition, informational brochures and Internet websites can also be a valuable resource for consumer information.

As the rollover provision makes clear, the rollover test requirement does not apply to recreational vehicles designed to provide temporary residential accommodations. My intent in offering this provision was to deal primarily with SUVs, minivans, light trucks—those vehicles that many consumers are purchasing today that have a elevated center of gravity, giving these vehicles a proclivity to rollover in certain circumstances. Nor is this provision intended to apply to multiple stage vehicles such as specialized delivery trucks or custom van conversions produced in extremely limited quantities. These multistage production vehicles are produced by small volume customizer operations. This production "niche" is filled by small producers who buy incomplete vehicles (chassis) from the large vehicle manufacturers and mount a specialized body and related equipment on these limited volume vehicles. Specialized delivery vehicles below the 10,000 lbs. gross vehicle weight rating such as ambulances, bread trucks and other custom made, work-related vehicles do not have a mass market and are not the focus of this provision.

In addition, I also amended the legislation during Commerce Committee consideration to add a requirement that tire pressure warning systems become standard in vehicles. Such a standard could help save lives, help conserve fuel, and prolong the integrity of tires.

When NHTSA looked at this issue in 1979 and 1980, it decided at that time that the technology was too expensive. In the last 20 years, there has been significant development in this technology and the cost is much less. In 1981, NHTSA thought that it would cost around \$15 per vehicle and today our information is that it may cost merely \$2.50 per car—for all 4 tires. So this technology is but a fraction of the cost that it was when this was last formally considered by NHTSA.

For example, new technology allows modifications to the antilock brake system to measure the spin rate of the wheel and this is the technology that has now become a standard feature on the 2000 Sienna van.

As I understand it, the way the technology works is that the device monitors each tire and relays information to a warning mechanism inside the car. When the monitor finds a tire that is under-inflated the warning light or sound comes on to indicate a tire pressure problem—just as a warning light flashes when a motorist's brake fluid runs low today.

I believe this modest safety addition will save many lives. It is a provision that responds to the testimony we received from the industry that they expect American motorists

to be cognizant of the tire pressure of their vehicles, adjusting it from time to time to insure proper inflation.

This is life-saving technology and I am heartened to see that this mandate for in-vehicle, tire pressure monitoring devices is now part of this legislation as it is considered today on the Floor.

In addition, the bill contains a third amendment which I authored, the "early warning" provision. For the first time, companies dealing with NHTSA will be on notice that they must report information bearing on public safety much earlier than they have in the past. In particular, manufacturers will have to report incidents involving fatalities or serious injuries alleged, or proven, to have been caused by a possible defect. This provision applies both within the United States and in foreign countries where the product sold in that country is also sold in the United States.

Everything we have heard in the last four weeks indicates we desperately need this type of provision. I have worked hard with the Republican majority to arrive at a workable and effective provision and the legislation we bring to the Floor now incorporates this important safety improvement.

Finally, I believe we need to look at other provisions and other issues more closely as we proceed on this bill as well as other NHTSA-related bills in the future. For instance, I believe Congress must ensure that NHTSA has sufficient financial and personnel resources to fully gauge important safety issues as they materialize. In the case of the Firestone/Ford fiasco the agency maintains it did not have sufficient information to trigger an investigation sooner. Additional staffing and funding for NHTSA earlier may have helped NHTSA notice a problem sooner and thus have saved lives.

After all, protecting the public and making sure that the agency charged with automotive safety issues has the resources to do its job is really where the "rubber meets the road" on this policy issue and I hope that we can rectify any deficiencies in such funding before Congress adjourns this year.

I again want to commend Chairman BLILEY, Chairman TAUZIN, Chairman UPTON, Ranking Member JOHN DINGELL, Representatives LUTHER, GREEN, and other colleagues who have worked very hard on this bill and yield back the balance of my time.

LIGHTS ON AFTERSCHOOL—  
PROJECT OF AFTERSCHOOL AL-  
LIANCE

HON. TOM LANTOS

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, October 12, 2000

Mr. LANTOS. Mr. Speaker, many times we hear, "Our children get into trouble because their time is not occupied with worthwhile pursuits." Today, I want to recognize a project that has shown great success in dealing with that very problem.

Mr. Speaker, I would like to inform to my colleagues about a project that helps bridge the gap between childhood and the adult

world. "Lights on Afterschool" is a project of the Afterschool Alliance. It is a nationwide event, taking place today, October 12, 2000, to recognize the critical importance of quality after school programs in the lives of children, their families, and their communities. The project is sponsored by J.C. Penney Inc. and the National Community Education Association. Lights on Afterschool will spotlight innovative and effective after school programs. Parents, community and business leaders, elected officials, and the media will have an opportunity to see firsthand how after school programs help our children discover the heroes within themselves!

Mr. Speaker, the Afterschool Alliance was launched September 1999 by U.S. Secretary of Education, Richard Riley. It is a coalition of public, private, and nonprofit organizations dedicated to raising awareness of the importance of after school programs. The goals of the project are to increase funding for after school programs and to ensure top quality resources for all participants in after school programs. The alliance was created to facilitate public awareness and advocacy work. Its primary purpose is to offer positive choices to the children of our nation.

After school programs provide safe, structured, and supervised activities, utilizing the physical resources provided by our schools, without taxing or overburdening the existing educational system. Statistics indicate that 15 million children are left unsupervised during non-school hours, and juvenile crime is three times higher in the period after the school day ends. The time spent in these after school programs means less time spent unsupervised, and more time spent challenging and developing a child's mind. Students who participate in after school programs are only half as likely to use drugs, and a third as likely to become teen parents. The after school programs teach respect for others, and integrate valuable social skills into lessons. After school programs now exist in thirty percent of K-8 schools. This is a tremendous beginning, yet it leaves over two-thirds of potential sites not used during this critical period of time. The Afterschool Alliance wants to ensure all children will have access to these programs by the year 2010.

Mr. Speaker, I urge my colleagues to join me in commending the efforts of the Afterschool Alliance and wish them success on their project, Lights on Afterschool.

IN SUPPORT OF THE DEMOCRATIC  
PRESCRIPTION DRUG RE-  
IMPORTATION PROPOSAL

HON. NANCY PELOSI

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, October 12, 2000

Ms. PELOSI. Mr. Speaker, prescription medicines have become a vital part of our health care system, and it is our responsibility to pass a meaningful prescription drug benefits through Medicare so that seniors will have access to the treatments that their doctors prescribe. Unfortunately, the drug reimportation language that the Republican leadership